



OCTOBER, 1917

THE
SASKATCHEWAN
CO-OPERATIVE
ELEVATOR CO. LTD.
NEWS





PUBLICITY DEPT
REGINA CANADA

THE
SASKATCHEWAN
CO-OPERATIVE
ELEVATOR CO. LTD
NEWS

MAILED
FREE ON APPLICATION

EDITOR
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PUBLISHED BY
SASKATCHEWAN CO-OPERATIVE
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Loyalty—What Does it Mean?

Loyalty to a cause is measured in deeds and not in words. The success of co-operation depends on what we are doing and not on what we are saying.

Co-operation asks more than a man's financial support, this is the least part of it; it demands something of himself. A shareholder does not by any means constitute a co-operator.

A shareholder can be disloyal to his own Company, but a co-operator never. Herein lies the difference between the two.

The greatest danger to co-operation lies within itself, when those within the movement do not support the movement. Every bushel of grain which a farmer puts past his own Company is a direct blow to co-operation. No co-operative shareholder would ever be guilty of such disloyalty, except under circumstances where he had no choice.

To argue that isolated cases of disloyalty here or there do not make any difference is a fallacy. What should we say of a man who contributed to the Allies' War Loan and fought for Germany?

There is no middle course in co-operation, we either give or we take away, are loyal or disloyal. In whatever measure we give we add to the safety and stability of the movement; in whatever measure we take away we destroy.

Every shareholder who is a co-operator is a constructive unit; every shareholder who is a non-co-operator is a destructive unit.

It is a remarkable fact, but nevertheless true, that nearly every great co-operative movement has to fight this destructive unit within its ranks. In some cases the pointing out of the error is sufficient to rectify it, but not in all.

In our Company we hear occasionally of shareholders neglecting to use their own elevator or commission department, but we must say that loyalty to the cause has been unselfishly exhibited by the great body of our shareholders, otherwise the Company would not be the power it is today.

For the sake of the great co-operative movement, and all that it entails for the farmer's welfare, let him see to it that loyalty, stronger than ever, will be his slogan and the "help each other" spirit more fully demonstrated during the coming season's business operations.

INCREASE IN INSPECTION AND WEIGHING CHARGES

Instead of the usual deduction of 80c per car for weighing and inspection charges it is now necessary for us to deduct \$1 per car from all farmers' cars when settlement is made for same. This is due to the fact that the Inspection Department now charges 60c per car inspected as against 50c per car inspected, and the Government weighmasters charge 40c per car weighed as against 30c per car weighed.

THE SEVENTH ANNUAL MEETING

The Seventh Annual Meeting of our Company will be held on November 21, 1917, at the City Hall, Regina. It is desirable that every Local should be represented. Each Local should hold its annual meeting at least thirty days before November 21st, and report to Head Office the names of the Local Board elected for the ensuing year, as well as the name of its delegate to the Seventh Annual Meeting. We require to have this information in advance of the meeting to be held in Regina.

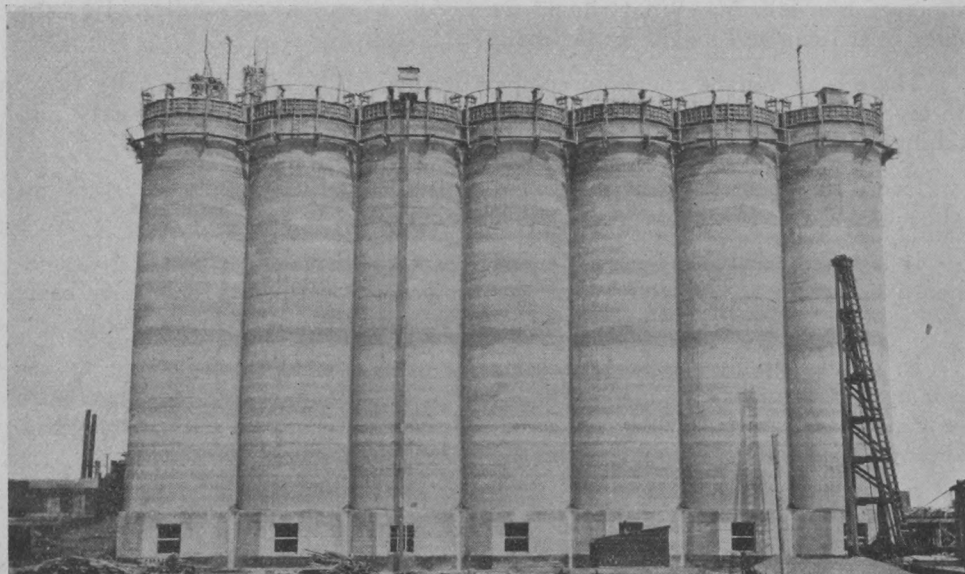
The completion of your terminal elevator at Port Arthur this year marks an era in the work of the organized farmers. It is the first terminal elevator built and owned by them, and will enable your Company to exercise further supervision of the handling of your grain, as it will be directly under its control from the time it leaves your hands until it is shipped out of the terminal for export.

The retiring Directors are Mr. Maharg, Mr. Langley and Mr. John Evans. Mr. Evans was elected to take the place of Mr. Dunning on the latter's retirement from the Company.

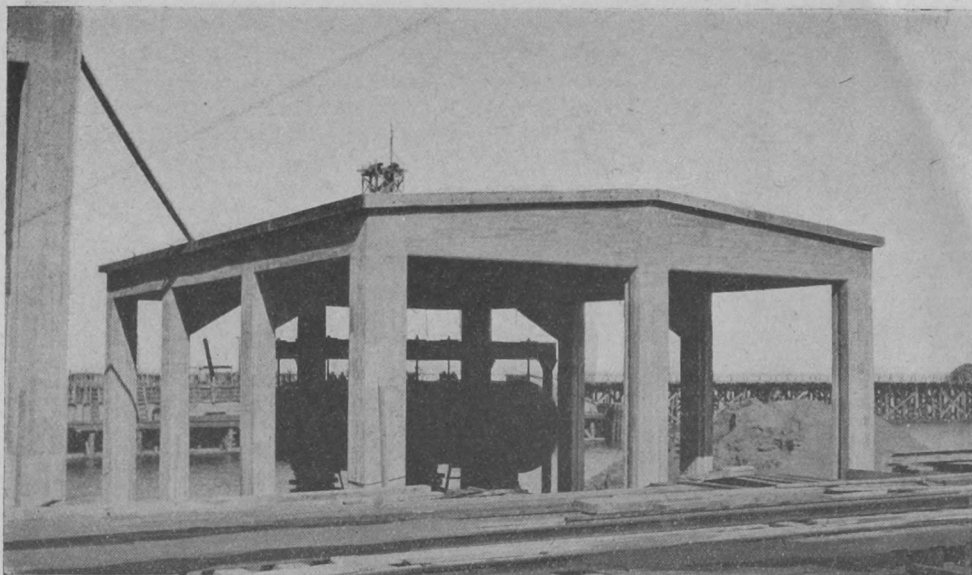
HEAD OFFICE CRICKET TEAM

After finishing the season level with the City Team and defeating them in a challenge match, the Head Office Cricket Team, for the second year in succession, have won the "Sheddon Porter Shield."

The Belgian Relief and the Canadian Red Cross Funds benefited to the extent of \$6.50 and \$28.50, respectively, as a result of the ten cent teas provided by the ladies of the staff.



Storage tanks completed (rear end), Terminal Elevator.



Boiler House, Terminal Elevator

CHALLENGE SHIELD GRAIN EXHIBITED AT PEORIA, ILL., U.S.A.

A sample of the grain which won the first prize for Bulyea Local at Regina Exhibition and the Challenge Shield donated by our Company, was exhibited at the Peoria, Ill., Farmers' Congress, U.S.A., September 18th to September 29th. Mr. R. W. Clarke, president of Speers Local, won third prize in the Dry Farming class for wheat.

BEWARE OF—NO! NOT THE DOG!

Thirty farmers of Saskatchewan sold grain worth \$20,000—without pay.

This was the gist of a case which came up before the Board of Grain Commissioners at a recent session.

It appeared from the evidence that a certain party had leased elevators at two adjoining stations, and purchased grain at these points and on track from the farmers. His method of doing business in some cases was to pay the farmers a certain sum in cash in advance and give cheques for the balance of the account.

This might have been all right but for the fact that the cheques when presented were marked "N.S.F." (not sufficient funds), which of course made all the difference. One such case was brought to our notice. A farmer showed us a cheque for over \$6,000 which he had received from the party in question and which was marked "N.S.F." Only one thing could happen to a man who was conducting business in such a manner.

Among the reasons for his failure he stated at the hearing, that he had lost heavily in trading in options and in purchasing grain at straight grades which he had been obliged to sell as "tough."

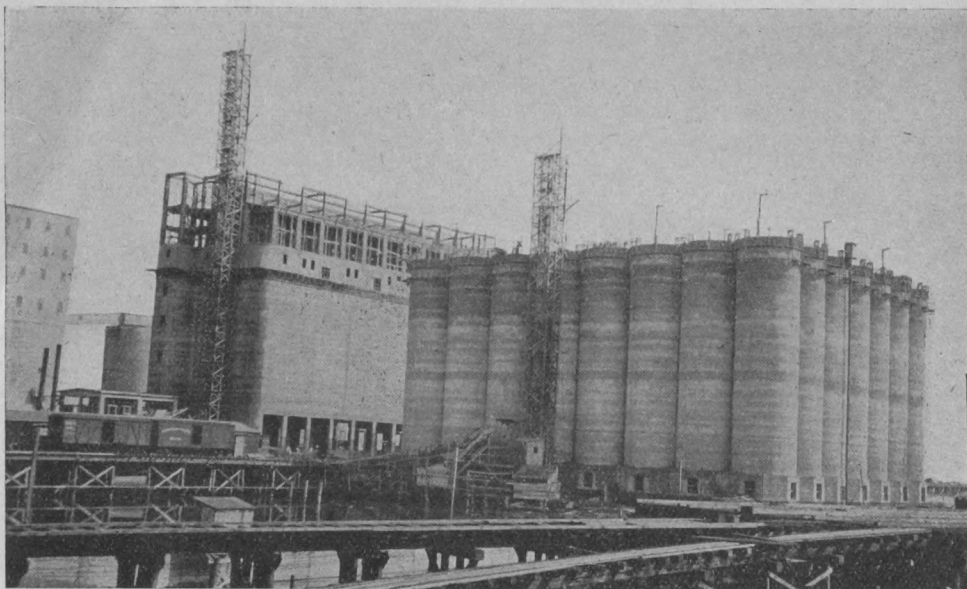
The moral is plain—Do business only with reliable people.

PROGRESS CONSTRUCTION REPORT

Thirty-one Elevators have been completed and six are still under construction.

Elevators completed at: Neville, North Rosetown, Dafoe, Speers, Flaxcombe, Brownlee, Portreeve, Springside, Fairmount, Otthon, Loreburn, Sceptre, Snipe Lake, Maymont, Tyvan, Southfork, Kelliher, Noremac, Sovereign, Dollard, Estuary, Kylemore, Raymore, Kincaid, Tramping Lake, Preeceville, Aneroid, Hatton, Instow, Dinsmore, Leney.

Elevators under construction at: Verulam, Cadillac, Hawarden, Primate, Alsask, Bladsworth.



Terminal from Shore.

A CO-OPERATIVE INVESTMENT

Particulars of the loan, called the "Saskatchewan Greater Production Loan," recently advertised by the Provincial Government afford very interesting reading, particularly, we would think, to the farmer. Some very striking features are incorporated.

The bonds carry five per cent. interest on money invested as against three per cent. offered in the Savings Bank. Only six and one half per cent. is charged for money borrowed from the Farm Loan Board, as against eight to ten per cent. from other sources. As the Government guarantee is back of the bonds the best of security is furnished and a guarantee has been given that the money invested will be used only in Saskatchewan and for greater agricultural production. Upon the request of the investor, money will be refunded any time, *at par*, providing three months' notice be given. Bonds are issued in denominations of \$20, \$100, \$500, \$1000, bearing five per cent. interest as stated, payable half-yearly. An appeal is made to the Saskatchewan people to take these bonds, and to circulate their money for the welfare and advancement of their own province.

To the farmers this appeal is double-barrelled for it renders them assistance in two ways. It says to the farmer, "Give us your money to enable us to help the other farmer. We'll pay you well for the use of it, and give it to the other man at cost." The Government announces that it merely acts as a clearing house, a necessary medium to transact the business.

A scheme such as this cannot possess any political flavour, it is too truly co-operative. The "help-each-other" spirit is certainly very much in evidence, and such an opportunity should not be allowed to pass unheeded by any thinking farmer in the Province who has money to invest.

WHEAT TO EUROPE *via* PANAMA CANAL

According to the press reports a trial shipment of Western Grain was to be made *via* the Panama Canal during the first week in September. Arrangements were made to send 100,000 bushels of grain to Vancouver which was to be loaded into a vessel immediately. It is hoped, by this shipment, to demonstrate the suitability of the Canal route for transporting grain produced on the prairies to European markets.

STARTLING CHANGES

War conditions have been responsible for some startling changes in business methods, and none more startling than in the methods of handling grain.

- (1) The Government of the United States in handling its grain crop through the United States Grain Corporation have adopted the federal control of grading—a system similar to ours in Canada.
- (2) The United States Grain Corporation have prohibited the mixing of grades at terminal points.

This action, in a country where the most complete system of sample trading was in force, should cause the Canadian farmer "furiously to think." There must be reasons for such revolutionary changes. It is safe to assume that the American Government would not have adopted the first unless they were convinced that decided benefits would accrue. The *Free Press* says, regarding the second, that "it is an admission of what the opponents of sample markets and mixing in this country have always contended, namely: that mixed samples no matter how graded were, bushel for bushel, not equal in value to the straight grades out of the public terminal."

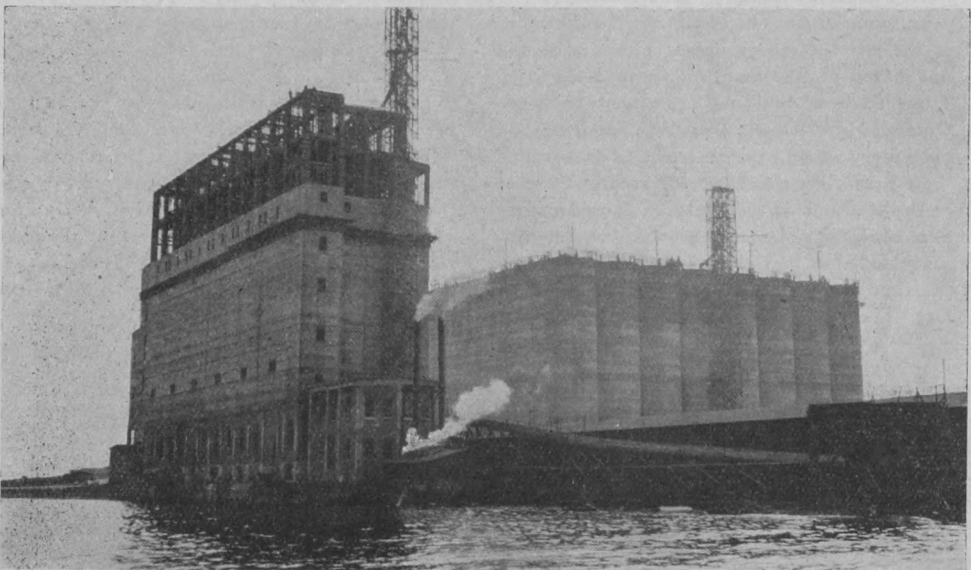
Contrast these with the changes which have recently been made on this side. By an Order in Council, on the recommendation of the Minister of Trade and Commerce, sample markets have been established which allow of mixing of grain in private terminals. It is true that the control exercised by the Board of Grain Supervisors in the matter of fixing the prices, will hamper, if not entirely eliminate, sample market trading on such grades as they fix values upon; but it should be noted that the mixing of grain in private terminals will still be allowed.

We quote from the official "Record of Proceedings," published by the Board of Grain Supervisors: "The buyers of grain, that is to say, the Allies and the mills, do not agree that grain out of mixing houses is in quality equal to the average of grain out of public terminals, and they object very strongly to being compelled to pay the same for it."

Order No. 5 of the Board of Supervisors limits the discounts which may be taken by buyers of mixed grain, and is a recognition of the fact that mixed grain in private terminals is not of equal value, bushel for bushel, as grain in public terminals.

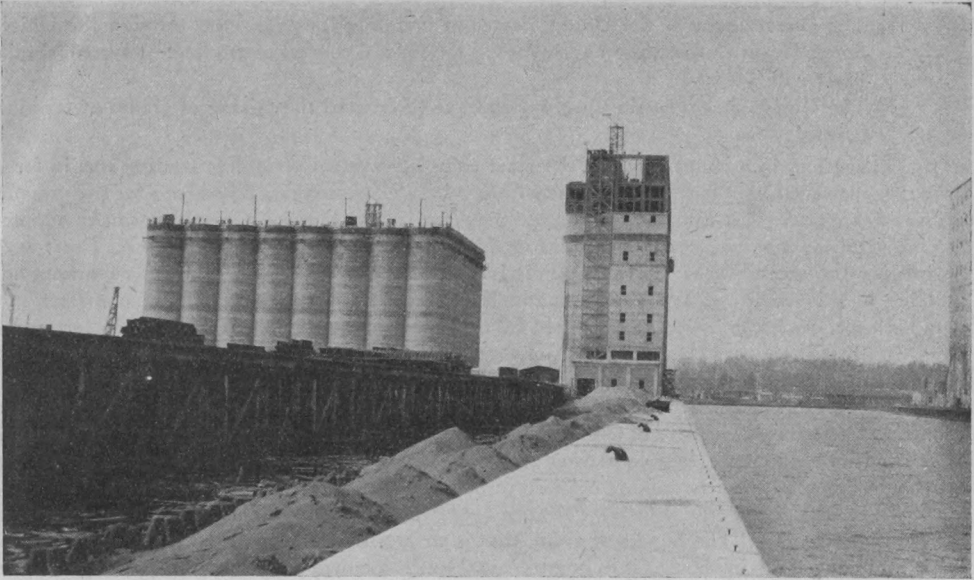
HEAD OFFICE PICNIC

The officials and staff of Head Office, Regina, together with the Grain Growers' Association, held their annual picnic at Lebreton, Saskatchewan, on August 1st. Over two hundred made the journey in a special train chartered for the occasion. Sports were participated in and prizes awarded to the successful competitors. Everyone spent a most enjoyable day.



Terminal from Shore

Directors Visit Terminal Elevator



View of Terminal and Slip from end of Dock

The Directors of the Company, accompanied by the General Manager, paid an official visit to the Terminal Elevator at Port Arthur in August last.

The Engineer, Mr. C. D. Howe, and the Operating Superintendent, Mr. McCallum, directed the party over the building. Many complimentary remarks were made on the discrimination that had been used in the choice of the site. Its easy access to rail and boat was noted and favourably commented upon. The plant and building equipment were pronounced first class, also the spouting and machinery which were all ready to be installed.

At first glance the lack of greater progress in the erection of the building caused expressions of regret. The appearance of the elevator suggested that it could not be finished even in the time stated in our last issue, *i.e.*, October 1st. The delay was satisfactorily explained,

however, and the reasons for same pointed out.

The engineer stated that during the whole period of construction a shortage of labour had to be contended with. The competition for, and scarcity of labour engendered strikes, two or three of which had already taken place, and the situation, at the time of writing, is such that it may be further aggravated any day.

With conditions such as these existing, it was felt that everything possible was being done for the accomplishment of the task in hand. The Directors and officials very reluctantly have had to rest satisfied with the explanation as stated here, and can assure the readers of *The Co-operative News* that every effort is being made for the successful completion of the "Terminal" as soon as possible. As Hamlet says "the time is out of joint."

Something for all = co-operation.

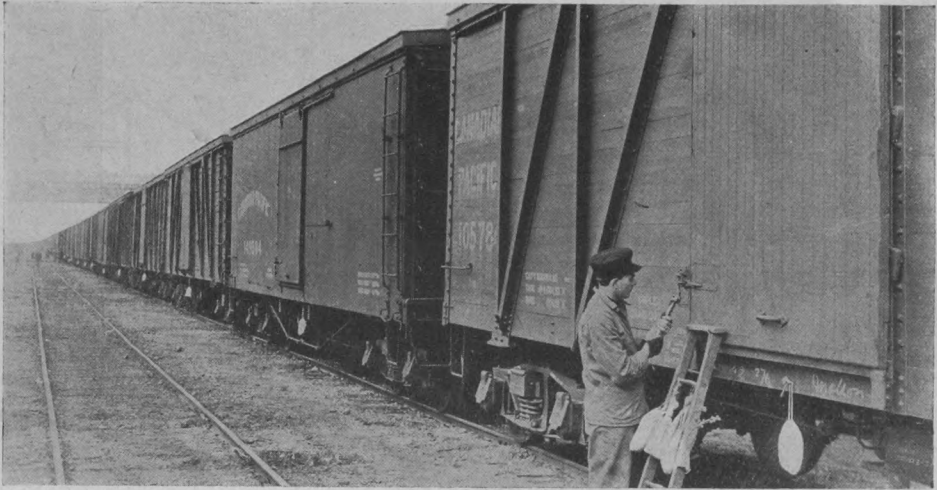
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Co-operation exalts individualism, but diminishes self.

* * * * *

Run individualism on the main line, but switch selfishness on the siding.

Sample Markets



Sealing cars after samples have been taken. Samples hanging on each car.

Rules and Regulations governing the buying and selling of grain on sample have been issued by the Board of Grain Commissioners pursuant to Order in Council dated Ottawa, August 25, 1917.

Whilst arrangements have been made by the grain trade for handling grain on sample at Winnipeg, Fort William and Port Arthur, the recent action of the Board of Grain Supervisors in fixing prices on all grades of wheat, with penalties for exceeding same, seems to preclude the possibility of sample trading being very general.

SAMPLE TRADING

However, our shareholders and shippers will be interested in knowing what course to follow to ensure their grain being sold on sample if at all possible. The shipping bill, after being made out in the ordinary manner, must be marked "Sample Trading." The railway agent at point of shipment will then also mark "Sample Trading" on the way-bill for the car. Sample bureaus are being organized at Winnipeg, Fort William and Port Arthur, to obtain large samples from cars so billed in addition to the usual government inspector's sample, but, in the meantime, until the sample bureaus are ready to take over this work, the government inspector will draw two samples—one for government inspection and the other for sample trading purposes. The duplicate sample will be delivered to the Grain Commission Company in whose care the car in question is shipped, and the Grain Commission Company will then display this sample to

buyers. Sample tables have been provided in the grain exchanges for this purpose.

It is important to note that grain shipped on sample must be sold immediately on arrival at the sampling point, so that instructions as to the disposition can be given to railway companies before the arrival of the cars at Fort William or Port Arthur; otherwise, the railway companies will place the cars at regular public terminal elevators where they will be unloaded in the usual manner without preserving the identity of the grain. The balance of the rules and regulations concerning the handling of sample grain at terminal elevators are of more importance to buyers than shippers. They refer to the leasing, to millers and other buyers, of special bins in terminal elevators, for the purpose of storing and keeping separate from other grain, such grain as they buy on sample. Various grades may be mixed by the buyers, in the special bins so leased.

CONDITIONS MILITATE AGAINST SAMPLE TRADING

The disturbed condition of the grain trade coupled with government price regulation, is militating against the success of sample markets. For example, the United States, until recently, a great exponent of sample markets, has, by placing the inspection and grading of grain under federal control, instead of separate State inspection and sample bureaus, by fixing wheat prices and by prohibiting mixing in terminal elevators, very

(Continued on page 13.)



The Last Load



THE BOARD OF GRAIN SUPERVISORS FOR CANADA was appointed by Order in Council dated Ottawa, June 11, 1917. The personnel of the Board, the conditions responsible for its creation and the wide powers with which it is endowed by the Dominion Government, are generally known and were covered in our August issue; but, for the benefit of new readers, a brief repetition will not be out of place.

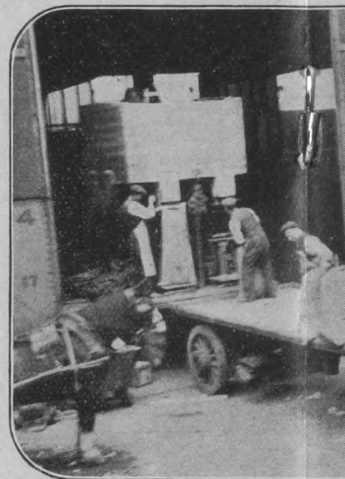
PERSONNEL OF THE BOARD

The Board consists of eleven members representing various interests as follows:

Organized Farmers.....	2	H. W. Wood and T. A. Crerar.
Unorganized Farmers..	1	S. K. Rathwell.
British Food Commission.....	1	Jas. Stewart.
Winnipeg Grain Exchange.....	3	Dr. Magill (Chairman), J. C. Gage and W. R. Bawlf.
Millers.....	1	W. A. Mathieson.
Eastern Canada Grain Dealers.....	1	L. H. Clarke.
Labour Organizations..	2	W. J. Best and J. Ainey.

Working in harmony with the United States authorities the Board of Grain Supervisors will regulate the marketing and shipping of Canadian grain for the purpose of conserving to Great Britain and her Allies every available bushel, and at the same time maintaining values not too burdensome to the consumer and yet sufficiently satisfactory to the producer to encourage increased production.

The Board of Grain Supervisors



Grain being Sacked and Re

ORDERS ISSUED BY THE BOARD

The most important demand on Canada and the United States by Great Britain and her Allies is for wheat; hence the first labours of the controlling bodies in Canada and the United States have been directed towards this commodity. The Board of Grain Supervisors for Canada have up to date issued twelve (12) orders dealing with wheat. The exact wording of Orders Nos. 1 and 2 appeared in our August issue, and Orders Nos. 3 to 12 will be found in this issue.

EXPLANATIONS

It will be seen that Orders 1, 3 and 4 have been rendered inoperative by subsequent orders, therefore, it will be necessary to explain only the orders which are still applicable to the movement of the 1917 crop.

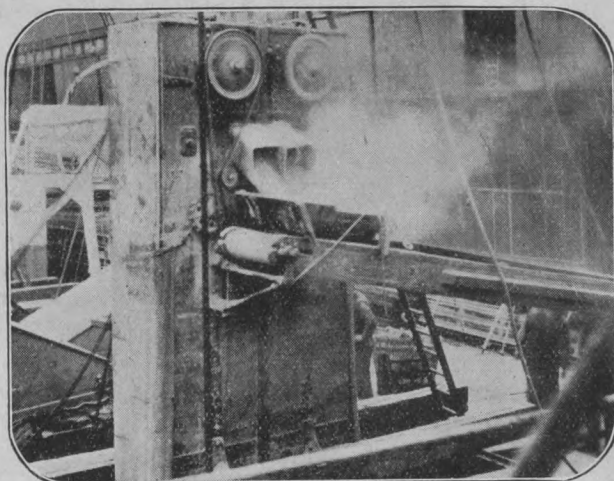
Order No. 2.—The prohibiting of Canadian wheat shipments to the United States, might, at a glance seem paradoxical after the Government's earlier announcement of Free Wheat, but events have been moving rapidly in the last few months. The inspection of wheat in the United States is now under Federal control, and their grade standards will probably conform much more closely to Canadian standards. The United States authorities have fixed the prices and also prohibited mixing of grades at terminal markets; thus, many of the inducements to the Canadian farmer shipping to United States markets have been swept away. More important, however, is the fact that both countries are selling their surplus to Great Britain and her Allies, and, with the same fixed prices obtaining on both sides of the boundary, the logical route is the most direct and least expensive, hence, in the great common cause Canadian wheat must move in Canadian channels.

* So far, prices have been fixed only on No. 1, 2 and 3 grades, including tough, smutty and rejected, but as soon as su

Supervisors for Canada



and Removed at Liverpool



Discharging Grain from Boat and Dock in Liverpool

Orders Nos. 5, 11 and 12.—One by one the warring nations have placed food commodities under government price regulation. The United States and Canada are the last to adopt such measures, but the rapidly rising values under unrestricted markets precipitated and rendered inevitable such arbitrary war measures. It is not fitting to comment on the prices fixed, excepting that a vast amount of evidence as to cost of production, shortage of labour, increased cost of living, stimulation of further production and insuring adequate supplies to Great Britain and her Allies were taken into consideration by the Board before setting the values outlined in these orders.

It will also be noted that the fixed prices in store Fort William or Port Arthur are equal to the values set for the same quality and grade of wheat in similarly situated markets in the United States.*

Order No. 5.—Clause 2 is a provision to protect millers and other buyers when purchasing wheat from private terminal elevators or mixing houses, where blending and mixing might tend to lower the standard of grade.

Order No. 5.—Clause 3 allows flour mills west of Fort William or Port Arthur to pay not more than one cent per bushel over the fixed prices; this being a provision to refund the cost of diversion out of the regular channels, also the trouble and extra expense involved in making such shipments. Without this provision Western flour mills might have difficulty in obtaining supplies, and economic loss would follow by having such industries idle.

Order No. 5.—Clause 4 emphasizes the legality of the measures, and the heavy penalties for violating the orders of the Board have already been announced.

Orders Nos. 6 and 7 provide for reports covering grain received at country elevators, and purchases and shipments of grain in terminal elevators, so that the Board will at all times have full information as to movement and available supplies.

Orders Nos. 8, 9 and 10 relate to the creation of a fund to liquidate the cost of carrying purchased grain in country elevators till shipment can be made and the grain delivered to the consumer at a terminal point. It is obvious that country elevators buying wheat on the street, will, at certain seasons of the year be unable through lack of transportation facilities, to make immediate shipment. The holding of such wheat in store in country elevators involves interest and insurance on the value of the wheat. With fixed terminal prices there is no margin to cover such expense, and therefore, without a provision to cover this unavoidable expense, country elevators would incur a serious loss which they would inevitably transfer to the farmer by a reduction of street prices. Obviously the cost of carrying wheat should fall on the consumer, so the millers and other buying agencies are required to pay a certain charge to the Board on all purchases, and the Board, from this fund, will make allowances to the country elevators to offset the cost of carrying wheat during periods when shipment cannot be made. The reports required by Order No. 6 will be the basis on which the allowances will be made.

A word, in conclusion, as to the administration expenses of the Board of Grain Supervisors. The members of the Board are honorary and receive no remuneration, excepting travelling and living expenses, while engaged in the duties of the Board. Therefore, the expenses of the Board, including clerical staff and office expenses to be paid from the funds received, will be small in comparison with the importance of the work involved.

on as sufficient information as to quality and milling value is available, the Board will set prices for the lower grades.

Orders Issued by Board of Grain Supervisors

Order No. 3.

August 17, 1917.

(1) Order prohibiting dealings in futures:

It is hereby ordered by the Board of Grain Supervisors for Canada that trading in wheat for future delivery shall cease in the grain exchanges of Canada not later than the first of September, 1917.

Order No. 4.

It is hereby ordered by the Board of Grain Supervisors for Canada that until the 31st of August, 1917, inclusive, the price of wheat, basis One Northern in store public terminal elevators at Fort William and Port Arthur, shall not exceed nor be less than two dollars and forty cents (\$2.40) per bushel. This applies to all wheat, whether of the old or of the new crop, in store public terminal elevators at Fort William and Port Arthur up to and including August 31, 1917. Holders of warehouse receipts which hold any date prior to and including August 31, 1917, will be entitled to the above basis price of \$2.40 per bushel, One Northern wheat only, on condition that they have sold the wheat at Fort William and Port Arthur and delivered the receipts therefor not later than noon of August 31, 1917.

Order No. 5.

September 12, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada.

1. That the price of wheat from the 12th September, 1917, until the 31st August, 1918, inclusive, shall be:

No. 1 Hard.....	\$2.21
No. 1 Manitoba Northern.....	\$2.21
No. 2 Manitoba Northern.....	\$2.18
No. 3 Manitoba Northern.....	\$2.15
No. 1 Alberta Red Winter.....	\$2.21
No. 2 Alberta Red Winter.....	\$2.18
No. 3 Alberta Red Winter	\$2.15

These prices are basis in store public terminal elevators at Fort William and Port Arthur.

2. That on wheat loaded or shipped out of elevators, licensed as private, hospital or mixing elevators the above prices shall be maximum prices, and that the minimum for such wheat shall not be in excess of four cents per bushel

less than the maximum, and that upon all such wheat the buyer shall pay the fobbing charges.

3. That flour millers whose mills are located west of Fort William and Port Arthur may pay a maximum of one cent per bushel in excess of the above fixed prices.

4. That the above prices have now legal authority and any deviation from them will be regarded and treated as violations of the orders of the Board of Grain Supervisors for Canada.

Order No. 6.

September 12, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada that owners or operators of country elevators shall furnish to the Board of Grain Supervisors such information as is required on Form No. 10; that the first return shall be on grain received into the elevator up to the 15th September, 1917, and thereafter to the 15th and last day of each month; and that all such returns shall be addressed to the Board of Grain Supervisors for Canada, 905 Union Trust Building, Winnipeg. Elevators failing to make such returns, or failing to give accurate returns, will not be able to collect carrying charges on street wheat.

Order No. 7.

September 12, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada that all purchases of wheat between the 12th September, 1917, and the 31st August, 1918:

1. For shipment east of Fort William and Port Arthur.

2. For shipment west of Calgary and Edmonton.

3. For shipment from Duluth.

4. For all-rail shipments east of Fort William and Port Arthur.

5. For Canadian mills.

6. For Wheat Export Company, shall be reported to the Board of Grain Supervisors for Canada, the report to show the names of purchaser, for and from whom purchased, quantities, grades and prices, and be made in such form as may be directed. The reports will be made on forms which can be obtained from, and must be returned to, the

Clearing House, 547 Grain Exchange, Winnipeg. Reports of purchases must be made or mailed before the hour of 10 a.m. on the day following the date of purchase.

Order No. 8. September 12, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada as follows:

1. Upon all wheat purchased by or for the flour mills in Canada between the dates of 12th September, 1917, and the 31st August, 1918 (both inclusive), there shall be paid by the purchaser a sum of 2c per bushel to the Board of Grain Supervisors for Canada;

2. Upon all Canadian wheat exported between the dates of 12th September, 1917, and the 31st August, 1918 (both inclusive), there shall be paid by the exporters a sum of 4c per bushel to the Board of Grain Supervisors for Canada; which sums shall be collected by the Lake Shippers' Clearance Association as agents of the Board of Grain Supervisors for Canada.

Order No. 9. September 20, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada that the moneys collected pursuant to Order Number 8 of the Board of Grain Supervisors for Canada be used as a fund out of which there shall be paid the carrying charges on street wheat at country points in addition to such administrative expenses as may be considered proper by the Board.

Order No. 10. September 20, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada that for the purpose of supplementing Order Number 8 of the Board, there shall be paid to the Board

upon all shipments of wheat by rail or boat from Fort William or Port Arthur, a charge of two cents per bushel if destined to Canadian points, and not less than two cents and not more than four cents if destined to points outside Canada. These charges shall be paid to the Lake Shippers' Clearance Association, the duly authorized agents of the Board, and must be paid before shipment is made.

Order No. 11. October 1, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada that the price of Number 2 Ontario Winter Wheat shall be fixed at \$2.22 per bushel basis in store Montreal; that this price shall be effective the 1st October, 1917, and continue until 31st August, 1918, both dates inclusive.

Order No. 12. October 1, 1917.

It is hereby ordered by the Board of Grain Supervisors for Canada, that the prices on the following grades of wheat shall be from 1st October, 1917, to 31st August, 1918, inclusive:

Rejected 1 Northern.....	\$2.11
Rejected 2 Northern.....	\$2.08
Rejected 3 Northern.....	\$2.03
Smutty 1 Northern.....	\$2.12
Smutty 2 Northern.....	\$2.09
Smutty 3 Northern.....	\$2.05

From 1st October, 1917, to 30th April, 1918, inclusive:

No Grade Tough 1 Northern	\$2.15
No Grade Tough 2 Northern	\$2.12
No Grade Tough 3 Northern	\$2.07

These prices are basis in store public terminal elevators at Fort William and Port Arthur.

SAMPLE MARKETS.

(Continued from page 9.)

greatly minimized the opportunities for sample trading on that side of the line. With satisfactory prices assuring a fairly profitable return to the producer, any marketing methods likely to hinder the movement of supplies will willingly be postponed till a more opportune time.

We are receiving many inquiries in regard to selling on sample, but up to date there is

no sample trading in evidence. Our shippers must not be disappointed if, through conditions over which we have no control, we are unable to sell their grain on sample, in which case their grain will be unloaded and sold on government inspection as in the past. We will render every possible service in the handling and selling of grain consigned to us, and every endeavour will be made on our part to carry out instructions given by shippers.

New Classification for Mixed Grain

The Chief Inspector of the Dominion Government Inspection Department, Winnipeg, has recently announced a new classification for mixed grain, as given below:

In order to understand fully the importance of this change, it is necessary to bear in mind that in handling mixed grain in the past it has been the practice at the lake front terminal elevators to unload all classes of mixed grain into the same bins, and thus the buyer of the warehouse receipt calling for, say, rejected mixed grain, wheat and oats (which is the better class of mixture), would offer no extra price, because when he surrendered his warehouse receipt for shipment he knew that he would receive only the regular terminal elevator house mixture which would contain a conglomeration of grain and be in no way equal in value to the grain represented by the warehouse receipt purchased. In reality, there was a pooling of all classes of mixed grain, and under this arrangement it necessarily followed that the better classes of mixed grain sold at less than proper value, and the poorer classes of mixed grain sold at relatively higher values.

This action on the part of the Chief Inspector is a move in the right direction, as with separate binning at the terminal elevators it is anticipated that prices will rule on these various classes of mixed grain, much more approximate to their actual value than has been the case in the past.

Mixed Grain No. 1.—This to include all cars of wheat and oats mixed, with wheat predominating.

Mixed Grain No. 2.—This to include all cars of oats and wheat mixed, with oats predominating.

Mixed Grain No. 3.—This to include all cars of wheat and barley mixed.

Wheat, oats and barley mixed.

Wheat, barley and oats mixed.

Barley and wheat mixed.

Barley, oats and wheat mixed.

Oats, barley and wheat mixed.

Barley and oats mixed.

Oats and barley mixed.

NOTE

Mixed Grain No. 1.—Wheat showing a mixture of oats will be graded C.C. and separated at terminal elevators if the percentage of oats is not over fifteen per cent. If more than fifteen per cent. of oats, the mixture will be graded Mixed Grain No. 1. (An exception to this rule is made in the case

of 1 Northern wheat containing a mixture of fifteen per cent. or less of oats, which would be graded 2 Northern C.C., because it is impossible to separate oats and wheat so perfectly that the wheat after separation would be clean enough to grade 1 Northern.)

Mixed Grain No. 2.—Oats showing a mixture of not more than six per cent. of wheat will be graded 2 Feed Oats and over six per cent. will be graded Mixed Grain No. 2.

Mixed Grain No. 3.—Wheat showing a mixture of not more than eight per cent. of barley will be graded Rejected and classed the same as Rejected on account of seeds. If showing over eight per cent. of barley it will be graded Mixed Grain No. 3. (It is impossible to clean barley out of either wheat or oats.) This classification also includes mixtures of barley with oats or wheat or both.

We have frequently in the past had requests to have car lots of mixed grain separated and have had great difficulty in getting such separations made, and even after they have been made, they have not always been a success from a monetary standpoint. Terminal elevators bin all grain received according to Government Inspection and therefore could not be compelled to make separations of car lots which had been graded by the Government Inspection Department as Mixed Grain. Any separations that we have obtained in the past have been made by special arrangement, always subject to the terminal elevator having the time and space to render us such service.

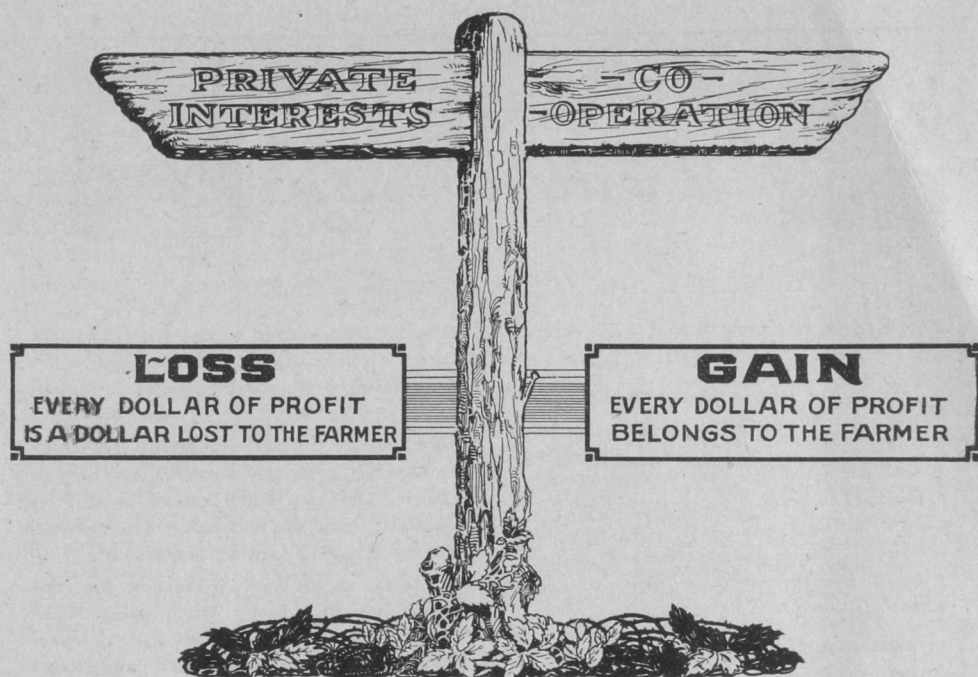
CROPS

Four recent estimates of the Wheat Crop of the three Prairie Provinces are as follows:

Estimate of	Bushels
Northwest Grain Dealers.....	217,377,000
Free Press, Winnipeg.....	214,250,000
E. L. Pease, Royal Bank.....	250,000,000
Census Office, Ottawa.....	225,778,700

Below we give a recent estimate of the entire crop yield of 1917 for Canada made by the Department of Agriculture as compared with 1916.

	1917	1916
Wheat, bushels	249,164,000	229,313,000
Oats, bushels	399,843,000	365,553,000
Rye, bushels	4,194,000	2,967,000
Barley, bushels	59,318,000	42,647,000
Flaxseed, bushels	10,067,000	7,316,000



W H I C H ?

RIGHT or LEFT?

RIGHT is MIGHT

KEEP to the RIGHT

AND

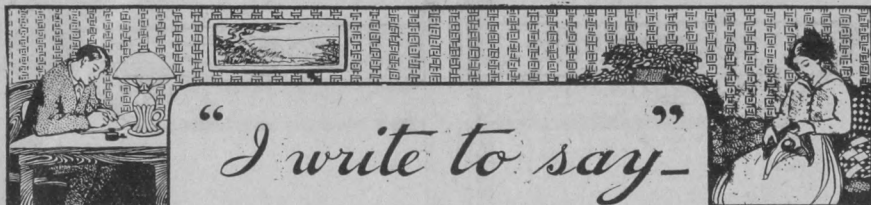
Bill Your Cars

ADVISE

**Saskatchewan Co-operative
Elevator Co. Limited, Winnipeg**

**Head Office:
REGINA**

**Commission Dept.:
Terminal Elevator Dept.
WINNIPEG**



REGULATING THE PRICE OF WHEAT PRODUCTS

The following is an extract from a letter recently received:

"We object very strongly to the regulation of the price of wheat without regulating the price of other products. We are surprised that such an organization as the Saskatchewan Co-operative Elevator Company has apparently not emphatically protested the regulation of wheat prices without the regulation of other articles which are consumed by wheat producers."

To which we replied:

"We might say that at the sessions of the Board of Grain Supervisors held here in June, at which they collected evidence, and on which evidence the orders they have issued have since been based, our Company made a strong recommendation

that if the price of wheat was fixed, the price of flour should also be fixed. We have always stood for regulation, if any, all along the line."

The Canadian Council of Agriculture, which is representative of the farming interests of the West, and on which our Company is represented, made the following recommendation to the Board of Grain Supervisors:

"That as the cost of flour to the consumer should hinge directly on bulk wheat values, which are now in your control, we recommend that your Board make representations to the proper authority for power to exercise such control over flour prices as will ensure a fair value relationship between flour and bulk wheat bought for milling purposes which condition has not existed recently."

Roll of Honour

Watch Thou o'er them, O Father and Defender,
Who watch o'er us!

Fight Thou for them, our Captain and our Master,
Who fight for us!

SHAREHOLDERS

39 Tate.....	Lewis M. Grant	79 Beadle.....	Geo. Wm. Braithwaite
45 Ernfold.....	James Thom	85 Doonside.....	Henry Mailes
51 Milden.....	Chas. Milton Stewart	161 Superb.....	John Hockin
	231 Canwood.....	Chas. H. F. Wreford	

Receive their souls, their Saviour and their Brother,
Who died for us!

—Chambers' Journal.

KILLED IN ACTION

50 Bratton.....	J. A. Sealy	123 Rockhaven.....	Alfred H. Cloutte
79 Beadle.....	John Donaldson		W. B. Hodgson

Kindred Co-operators



Danish Folk Schools



Bishop Grundtvig has been called the saviour of Denmark. He was a priest with a spiritual vision who saw the need of his people, with insight given to few, and was able to materialize and make practical his vision.

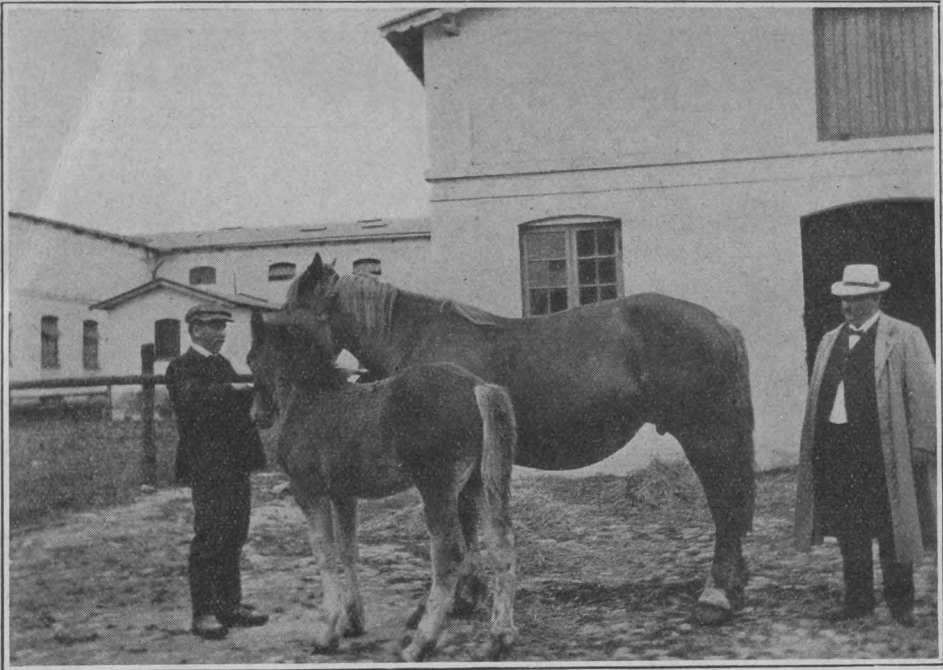
Denmark is occupying much prominence in the press at the present time because of the success achieved and prosperity enjoyed by its people as a direct result of co-operative enterprise. No country can more aptly apply to itself Tennyson's famous lines, "rise on stepping stones of our dead selves to higher things." In 1864 Denmark was stranded. She was faced with ruin and her people were in despair. Today she claims to be the richest country in the world in proportion to her population.

How has this revolution been accomplished? Bishop Grundtvig brought the light by founding Folk Schools. The spirit of co-operation has never been better exemplified than by this priest. He worked by the spirit, in the spirit, and through the spirit.

He told the people that they must help themselves, but he did more than that, he educated them to help themselves. A system of co-operative education was his idea. Freedom and power were to be found through themselves and not through the Government, the Church, or the wealthy. There was to be no charity and they were to support their own system of education. They were to be taught with the object in view of what they were to become. The essential and vital need of



Danish Co-operative Cheese Factory.



Danish Horses owned by Manager of Co-operative Factory.

each one was to be found and satisfied, and this could be accomplished only through and by each other.

The promulgation of such a doctrine at first was fiercely contested. It brought down the ire of the educational authorities who ridiculed the idea of an education which did not include the classics. The Government denounced his theory because it threatened the existing public schools, and the wealthy opposed him because he had the temerity to suggest a change which savoured of a revolution, and they did not desire any change. Despite this opposition Bishop Grundtvig persisted. He believed in his theory, and had no reward, financial or otherwise, to gain unless indeed the greatest reward of all—the privilege of helping his fellowman. He built confidence into the people and set them thinking along the lines of character building as the first requisite to success. The material success which followed justified his theory indubitably. In the statement which follows it will be seen that the Government has not only withdrawn its opposition but is giving the system financial assistance.

The following is the statement given out by the President of these Folk Schools in 1913:

"These schools are for grown up young men and women. The first school was erected in

1844 in a country belonging to Denmark at that time. The object of this school is to make the young people fond of their country, their language and history. What they learn here is the history of Denmark, the history of her men, their own language and literature. More than anything else they learn the history of Norway and of Denmark.

"The young men come from November until April and the young women from May to August; the young men pay two hundred crowns for five months, something like \$11.00 per month. They board and live right here. The young women pay less. Then we have a fund from the Government, the condition being that the school must have a certain number of pupils and follow certain regulations. The Government pays something for the pupils who cannot afford it; altogether the Government grants these schools, of which there are eighty, 350,000 crowns per year. In this school we now have sixty-four pupils and twenty have pensions from the State. These pensions make it possible for all to attend the school. The pension is given only to those who could not otherwise afford to come. We have eighty of these schools in Denmark, with an attendance of about 8,000 pupils per year, about equally divided between boys and girls."

Shoulder to Shoulder



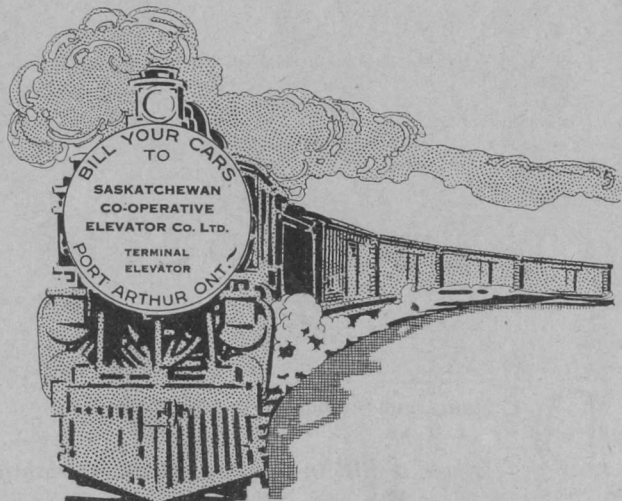
Did you reach out a hand? Did you find him
the road,
Or did you just let him go by with his load?

Did You?



*Do you know what it means to be losing the
fight,
When a lift in time might set everything
right?
Do you know what it means — just the
clasp of a hand,
When a man's borne about all a man ought to stand?
Did you ask what it was—why the quivering lip,
And the glistening tears down the pale cheek that
slip?
Were you brother of his when the time came to be?
Did you offer to help him, or didn't you see?
Don't you know it's the part of a brother of man
To find what the grief is and help when you can?
Did you stop when he asked you to give him a lift,
Or were you so busy you left him to shift?
Oh, I know what you meant—what you say may be
true—
But the test of your manhood is, What did you do?
Did you reach out a hand? Did you find him the
road,
Or did you just let him go by with his load?*

—Toilers of the Deep.



AND ADVISE
**SASKATCHEWAN
 CO-OPERATIVE
 ELEVATOR Co. LTD.
 WINNIPEG**

**TRACKAGE CONNECTIONS
 C.P.R. and C.N.R.**



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